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see much traffic between Paris and Milan come their way over the French Eastern Railroad. Twenty-nine admirable illustrations. MARK JEFFERSON.

Gates of the Dolomites. By L. Marion Davidson. With a Chapter on the Flora of the Dolomites. By F. M. Spencer Thomson. xvii and 332 pp. Ills., index. John Lane Co., New York, 1912. \$1.50. 8 x 5½.

The Dolomites are mountains of magnesium-limestone, usually massed in groups, extending over about a fifth of the Tirol. The Dolomites, proper, have an area of fifty by forty miles. Although they are becoming more and more frequented, there are many parts as yet untraveled by the ordinary pleasure-seeker. Thus these mountains afford recreation not only to those who prefer luxury and society, but also to those who seek the purity and quiet of nature. The author gives full directions regarding the numerous points of interest and how to reach them; the kinds of roads; hotels; guides; normal weather conditions; flora of the Dolomites; history of the Tirolese; and, enlivening the pages, accounts of the author's own experiences and adventures. The book is handsomely illustrated with photographs, and a map. To all who contemplate a visit to the Tirol, this volume is to be recommended.

WILBUR GREELEY BURROUGHS.

Die Geographische Entwicklung des Rheindeltas bis um das Jahr 1500. Eine historisch-geographische Studie. Von Arnold Norlind. xix and 272 pp. Index. Gleerupsche Univ.-Buchhandlung, Lund, 1912. Mk. 5. 9 x 6.

The author reaches the conclusion that the most essential changes in the configuration of the country have been caused by the correction of nature by man. The original inhabitants did nothing to protect the country against the attacks of the sea but rather exposed it more by digging the peat all over the country, thereby contributing to lowering its level. The Romans constructed dams and canals; but after their withdrawal little of their work survived, and it was not until the time of Charlemagne that authentic information was again available. In the interval the Lek seems to have gained at the expense of the former "Old" Rhine, so that the latter soon disappeared, the process being probably hastened by a storm flood which blocked its mouth between 840 and 860 A. D. Also the "Krumme" Rhine and the Vecht declined, while the Yssel and the Waal became the leading waterways for the traffic north and west. The relation of the Waal and the Maas seems to have changed repeatedly, the most important change being of a catastrophic nature when, in 1421, seventy-two parishes were destroyed and a perfectly new branch, the Nieuwe Merwede, was formed in consequence of one of the few floods whose actual occurrence cannot be doubted. The formation of the Zuider Zee, on the other hand, seems to have been preeminently the work of the slow normal processes of nature, and that sea is doubtless much older than has generally been supposed. Most of it was already formed in the oldest times when the sea ate away the then unprotected land without anybody noticing or preventing it. Later, in the twelfth and thirteenth centuries, a number of fatal storm-floods did actually occur; but nothing is said in the records about loss of land caused by them, only loss of human life and of cattle being deplored. The fact is, that, at that time, the land was already protected by dikes; when a dike broke, loss of life and property might be heavy, but the dike was rebuilt, and no land lost. There is but one authentic record of actual loss of land—the destruction of the land connection between Enkhusen and Stavoren. It may safely be said that from the beginning of the Middle Ages, loss and gain of land have been about equal in the Netherlands.

M. K. G.

Bericht über die Tätigkeit des Königlich Preussischen Meteorologischen Instituts im Jahre 1912. 172 pp. Maps, ills. *Veröffentl. Kgl. Preuss. Met. Inst. Nr. 256.* Berlin, 1913. Mk. 6. 10½ x 7½.

A "report on the activities of a meteorological institute" sounds like a dry and uninteresting summary of details of routine administration; and that is what many such reports are. But the annual report of the Prussian Meteor-

ological Institute is very different. It brings, each year, a big grist of important meteorological papers, as well as the preliminary summary of the Institute's activities prepared by Dr. Hellmann. In fact, over three-fourths of the present volume is taken up with original contributions on meteorological subjects. Of these, the most general interest centers around Dr. Hellmann's account, which has special interest for the student of folk-lore, of the Thuringian "flood" of 1613. This "flood" was caused by a cloudburst over the hilly country about Weimar, and resulted in the loss of 500 lives as well as great loss of stock and of property. Dr. Hellmann has made a thorough study of all the existing writings relating to this "flood"; gives a vivid account of it, and reproduces, in facsimile, the title-pages of twenty-four publications bearing upon the disaster. Among other contributions are papers by E. Barkow, on the structure of the wind; by K. Langbeck, on the storm damage of May 12, 1912, in Germany, and by G. Schwalbe, on the unusual cold of August-October, 1912.

R. DEC. WARD.

La Grèce d'aujourd'hui. Par Gaston Deschamps. 12ème édition. 408 pp. Armand Colin, Paris, 1910. Fr. 3.50. 7 x 4½.

Au Pays Russe. Par Jules Legras. 4ème édition. 362 pp. Armand Colin, Paris, 1910. Fr. 3.50. 7½ x 5.

These two books, published in the same year and both "crowned by the French Academy," deserve to be reviewed jointly. They cover, geographically, the greatest portion of eastern Europe, and resemble one another in their treatment of geographical features; but in other matters each book presents the peculiarities, not only of the topics but of the writers themselves. In the far superior work of Mr. Deschamps, although devoted to solid antiquarian studies, the author has successfully avoided "talking shop" in his descriptions. While it is impossible to treat of Greece as a country, and of its people without alluding to its classic past, we are not overwhelmed with excessive shoveling and curiosity hunting. The mention of such meritorious performances appears as a natural component of the subject. Greece would not be Greece without its ancient remains. These remains are so interwoven with nature and nature is so well pictured in true colors that we feel the intimate connection of both. The same may be said of the descriptions of the population of to-day. Be it in Athens or in the country, the characteristics of the inhabitants appear to result naturally from the resources and lack of resources of their land. It is a charming book, full of life well portrayed, of solid knowledge agreeably presented, instructive for the past and present, significant for the future.

Mr. Legras seems to be a successful newspaper correspondent compared with Mr. Deschamps. He writes well, in a sprightly manner, and in his attempts at picturing landscape displays a great fancy for colors and active hunting for tints. His subject is, as far as nature goes, one of great sameness and monotony. The contrast of the enormous plains of Russia with the varied landscape of little Greece is very strong. Mr. Legras paints that monotony very well, while making desperate efforts to relieve it. His principal object, however, is to present the life of the peasantry and the "burghers" at home and in their intimate relations. For the higher classes he has only condemnation, while confessing that he does not know them at all. The book is inspired by personal relations with Count Tolstoy and breathes unbounded admiration for him. It is very entertaining in many ways. His pictures of famine and of the cholera are often ghastly, but may be true.

AD. F. BANDELIER.

Malta and the Mediterranean Race. By R. N. Bradley. 336 pp. Map, ills., index. T. Fisher Unwin, London, 1912. 8s. 6d. 9 x 6.

Up to a point near the end of the second third of the volume this work has a great, though essentially fragmentary, value. Mr. Bradley assumes the reader's acquaintance with preceding archæological research on Malta and its islets. To this he adds in careful detail the highly interesting results of his